Losses in public airline companies

†1799. SHRI SHIVANAND TIWARI:
SHRI RAVI SHANKAR PRASAD:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air Corporation Employees Union has held Government responsible for losses to country's public airline companies;

(b) if so, the reasons on the basis of which Government has been held responsible for losses to public airline companies;

(c) whether Government agrees with the Union's claim; and

(d) if not, what is Government's reaction thereto?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The Air Corporation Employees Union has addressed a letter to the Prime Minister on 23.6.2009 wherein issues like acquisition of aircraft, bilateral rights, over capacity induction domestic sectors, sale and lease back of aircraft by erstwhile Indian Airlines and Air India, merger of erstwhile Indian Airlines and Air India have been mentioned as responsible for the present financial position of National Aviation Company of India Limited.

(c) No, Sir.

(d) The financial health of NACIL has deteriorated due to operating losses, which have been compounded due to the present economic recession as also the high oil prices last year and debt servicing on new aircraft coupled with systemic inefficiencies of the Company. The Government has asked NACIL to improve its operational and financial performance.

Congestion at International airports

1800. SHRI RAJEEV SHUKLA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the average number of flights operated in a day from each of the International Airports in the country at present;

(b) whether there has been overcrowding resulting in delay in take off and landing of aircrafts; and

(c) if so, the steps being taken to decongest the pressure at major International Airports?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The average number of flights operated in a day from each of the International Airports in the country is as under : Mumbai (MIAL) - 653, Delhi (DIAL) - 646, Chennai - 327, Banglore (BIAL) - 293, Kolkata - 228, Hyderabad (GHIAL) - 224, Cochin - 113, Ahmedabad - 101, Guwahati - 87, Trivandrum - 64, Goa - 61 Calicut - 54, Jaipur - 60, Nagpur - 52, Port Blair - 20, Srinagar - 21 and Amritsar - 20.

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†Original notice of the question was received in Hindi.

(b) No, Sir. At times bunching take place due to bad weather and airlines not adhering to their flight schedules at Delhi/Mumbai.

(c) AAI has taken following measures to decongest the pressure at major International Airports:

1. New high speed exit taxi-ways at Delhi and Mumbai airports have been constructed and also more are being constructed. A parallel taxi-track has been constructed at Delhi airport by which runway occupancy time has been reduced considerably.

2. Mumbai and Delhi airports have been handed over to Joint Venture Companies (JVCs) for further development of ground infrastructure.

3. Delhi International Airport Ltd. has constructed third runway to accommodate more arrivals and departures at Delhi Airport.

4. Simultaneous use of both runways at Delhi and Mumbai airports has been started during the traffic congestion period.

5. The beginning of runway 32 and 27 have been joined by constructing a new taxi-track and beginning of runway 27 is being joined from international apron at Mumbai to reduce runway occupancy time.

6. AAI has already taken up the project for upgradation of 35 non-metro airports enable to handle the increased air traffic at those airports.

7. Improved ATC procedures have been framed.

8. Clearance Delivery Position has been established at Mumbai and Delhi airports.

9. ATC Automation System at Delhi and Mumbai are being upgraded.

10. Advance Surface Movement Guidance and Control System (ASMGCS) along with Surface Movement Radar has been installed and in operation at Delhi Airport.

11. Advance Surface Movement Guidance and Control System (ASMGCS) is being planned for Mumbai, Chennai and Kolkata airport..

12. Air Traffic Flow Management System is being worked out.

13. Kolkata ILS is being upgraded to CAT II ILS.

14. New Integrated Automation System for Chennai and Kolkata is being planned.

15. At the time of slot allocation schedule arrival and departure time are spread in such a manner that bunching should not take place resulting into delays.

16. The number of hourly movements of flights are being increased at Mumbai and Delhi airports at par with availability runway/terminal building capacity.